Metal plate full colour, white background: 299 X 232 mm

Speed meant death, and:
The most obsessive turn fighter of WWII

The P-47D, despite being soft in the turn's initial "bite", was a champion of the most extreme low-speed circles.

-William M McDermott, 25 May 1944 [P-47D Razorback, needle-tip prop (superior prop for low speed turns if using full power)]: "*The enemy aircraft* **[Me-109G-6]** *and I both banked* ***to the left*** *at the same time.* ***After 3 or 4 climbing turns*** *I managed to get into a position to fire a deflection shot, using about two rings and observing no hits.* **[5000 ft.]** *We continued in a climbing Lufberry using full power and* ***indicating 140 mph****. I used two and half rings and observed a few hits on his tail surfaces. We continued circling for approximately* ***another full turn when he suddenly snapped and spun in***."

INTELLIGENCE COMBAT REPORT
REFERENCE F.C.F.O. NO. 350

EIGHTH FIGHTER COMD
REGISTRY No. 260.74-F
COPY No. 1
A-2

a. Combat.
b. 25 May 1944.
c. 83rd Fighter Squadron, 78th Fighter Group .
d. 0915 hours.
e. Vicinity of St. Dizier.
f. Visibility good.
g. Me 109.
h. 1 Me 109 destroyed.
i. I was flying Red three at about 20,000 feet. White flight peeled off to go down on a bounce and Red flight followed. We got to the deck in time to see White leader destroy a Me 109. As I banked away with my element to rejoin the formation I saw another Me 109 coming head on. The e/a and I both banked to the left at the same time. After three or four climbing turns I managed to get in position to fire a deflection shot, using about two rings and observing no hits. We continued in a climbing Lufberry using full power and indicating approximately 140 M.P.H. At about 5,000 feet at a range of approximately 300 yards, I gave him another short burst, using two to two and a half rings and observed a few hits on his tail surfaces. We continued circling for approximately another full turn when he suddenly snapped out and spun in. The plane recovered from its spin and dived vertically into the ground, exploding as it hit. The pilot bailed out; his chute opened approximately 100 feet from the ground. Many pieces flew off the plane after the pilot left it but I couldn't tell what they were.

26 May 1944.

William M McDermott

WILLIAM M. MCDERMOTT,
1st Lt., Air Corps,
83rd Fighter Squadron.

-Osprey, *"P-47 Thunderbolt units of the 12th Air Force".* P.32: 15th May 1944, 87th Fighter squadron operational report; "*That afternoon, the 87th FS took off (16 aircrafts) with 32 X 1000 lbs bombs underwing .--- A gratifying result of this engagement was* ***that a P-47, not considered a low-altitude aircraft, can maneuver advantageously with Me-109s almost on the deck****, even though* ***under the handicap of being on a bomb run****."* (2 X 1000 lbs bombs)

-**Iseo Mochizuki (Ki-61 pilot ace, 2009 interview):** "*In the case of the Hien, you would make a high-speed attack* [makes dive and zoom hand gesture]*. But then, because* [of the speed] ***the turn radius became wide****, and the enemy pilot* [target] ***could turn inside you****.* ***Because of that*** [speed] ***the chances of being shot down was high****."*

-From Osprey "Ki-43 'Oscar' aces of World War 2": P.50: (Sgt Toshimi Ikezawa, Ki-43 ace) "***I heard Major Eto had refused delivery of the Ki-84****.* ***The Ki-84 could not avoid an attack that came from above, because of its poor rate of turn****---* ***I think we owe our survival to the Ki-43, as the Ki-84 would have left you in a mighty tight spot if you were attacked from above by P-51s****. ---Skilled* (Spitfire Mk VIII) *enemy pilots such as flight leaders* ***would pull out of their dives*** *when they realized they could not catch us* [*unaware*]*.* ***New pilots would dive straight down on us, leaving them vulnerable in a turning fight****."*

On Special Missions: The Luftwaffe's Research and Experimental Squadrons 1923-1945. Classic, 2003: Luftwaffe KG 200 evaluation (Early captured Razorback without full power available, and with needle tip prop): "***The P-47D out-turns our Bf-109G****."*